

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

COUNTRY Czechoslovakia

DATE DISTR 30 JAN 50

SUBJECT PAL (United National Factories of the Auxiliary  
Automobile and Aircraft Industry)

NO. OF PAGES 3

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)DATE OF  
INFO.SUPPLEMENT TO  
REPORT NO.

50X1-HUM

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1. Head Office

PAL, narodni podnik, podnikove reditelstvi, Prague II, Prikopy XII (i.e.  
PAL, National Enterprise, head office Prague II, Prikopy XII).

2. Factory Management

- a. Director, Dr. Ing. Hanka, technician, [ ] Communist, up to February 1948 was Vice-Director. He succeeded at the end of 1948 in having the headquarters moved from Ceske Budejovice to Prague; the former Director had been trying in vain for two years to have this done. After this move (at the beginning of 1949) those factories which lie in and around Ceske Budejovice were taken out of PAL, incorporated in the new nationalized concern Motor Union, and renamed. The former director of PAL, Ing. Antonin Zelezny, was then made director of Motor Union. 50X1-HUM
- b. The head of the personnel and social-political section is Karel Svoboda, formerly an ordinary worker in the Kbely factory, a Communist since 1945, [ ] 50X1-HUM
- c. The head of factory economy is Karel H8schl, former head of the administration section in the Kbely factory, technician, [ ] Communist since February [ ] 50X1-HUM
- d. Assistant administrative head is Emil Cerny, close collaborator of H8schl, technician, strong character, Communist since February.

3. Production

Component parts of all types for aircraft and motor vehicles, particularly engine parts.

4. Organization of Factories

The factory directorate mentioned above is in charge of about 40 factories. All are headed by Czech technicians, and there are no Russian experts in the

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Document No. 006

No Change in Class. ☐☐ Declassified

Class. Changed To: TS S (C)

Auth.: BR 70-2

Date: 6 June 78

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factories. The largest of these factories (which have been nationalized since 1947) are the following:

a. Kbely

Formerly the Ostmark factory, employs about 800 and is situated close to the military airfield in Kbely, near Prague. One part of the former Ostmark factory belongs to the military authorities and is used for the repair of military aircraft, but the largest part of the factory is now attached to PAL. The factory consists of six single-story buildings which are used as workshops, offices, and stores. The production is carried out on conveyor belts and comprises component parts for aircraft engines and motor vehicles, fans and automatic pocket dynamos (Taschendynamos). The majority of the employees are non-Communist. Production is decreasing in spite of the employment of various brigades and other measures to try to increase it. Working hours are from 0700 to 1430 hours. The mechanical equipment was installed by the Germans and is modern and in first-class condition.

b. Magneton Factory in Kromeriz

The factory employs about 700 people, was very well equipped with machinery by the Germans, and is considered to be one of the best factories in Czechoslovakia. Production is carried out on conveyor belts, and comprises magnetos for aircraft and motor vehicles and various component parts for motor vehicles. The administrative system is based on the Bata system of independence, so that this factory is one of the best PAL factories from the administrative point of view.

c. Jihlava Factory (Moravia)

The factory employs about 600 people. Its construction was started in 1945, and since then it has been enlarged, two large workshops having been built and equipped with the most modern machines. The production comprises fuel injectors for Diesel engines, component parts for aircraft engines, and pumps.

d. Kraslice Factory

The factory employs about 500 people. It was built during the war by the Germans and equipped with first-class machinery. Component parts are produced from sheet metal, and for this work the factory has special rolling and pressing machines; it is the only factory so equipped in Czechoslovakia. The principal production is bumpers for motor vehicles and special pneumatic pumps which are used in connection with engines. In various sections the work is done in two shifts, hours of work from 0600 to 1400 hours. The employees are mainly Slovaks, Hungarians, Ukrainians, and gypsies. Morale is lower than in any of the other PAL factories.

e. Joro Factory in Novy Jicin (Moravia)

This factory was formerly privately owned by Josef Rotter. About 450 people are employed, and the factory is very well equipped with machines. Principal production is headlights, searchlights, and reflectors for motor vehicles and aircraft.

f. Pantof Factory in Radotin, near Prague

Formerly a privately-owned factory belonging to Ing. Pantoflicek. The factory employs about 250 people. Production is various component parts and instruments for motor vehicles and aircraft, which are sent straight to the central store in Prague, as the factory has no store of its own.

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g. Kleven Factory in Modranv near Prague

Employs about 250 people and produces principally electric parts for motor vehicles.

h. Cil Factory in Tabor

Employs about 150 people. Produces plugs called "Cil und Brita" for motor vehicles and aircraft. This is the only plug factory in Czechoslovakia.

i. Bosch Factory in Prague XII, Stalinova 12.

Formerly the private firm of Bosch, employs about 120 people and produces dynamos, batteries, and various electric parts for motor vehicles. The central store for the whole PAL concern is located in this factory.

j. Voboril Factory in Prague-Karlin

Formerly the private firm of Voboril, automobile agents and repair shops. The factory employs about 60 people, produces various small component parts, and carries out repairs to motor vehicles.

k. Hodek Factory in Prague VII

Formerly the private firm of Hodek, employs about 80 people and produces measuring instruments (compasses, speedometers, etc.) for motor vehicles and aircraft, and also electric meters.

5. There are other small factories, employing less than 50 people, throughout the country, but no details are known of these. All the production from all the factories is sent in bulk to the central store in Prague, and retail selling takes place only through PAL-Elka in Prague, Brno, and Mor. Ostrava.
6. The following nationalized concerns buy PAL products: Aircraft factory in Prague VIII, CKD (Ceskomoravska Kolben-Danek) in Prague VIII, Skoda motor vehicle factory in Mlada Boleslav, Tatra motor vehicle factory in Koprivnice, Zbrojovka (small arms factories) in Brno and Strakonice, Povazske Strojarnie, and others. Exports are very small and go to Austria, the USSR, Sweden, and England.

Comment: This industry is called "auxiliary" because these factories can produce only certain component parts for motor vehicles and aircraft.

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